



Ford Puma
Standard Safety Equipment

2019



Adult Occupant



94%

Child Occupant



84%

Vulnerable Road Users



77%

Safety Assist



74%

SPECIFICATION

Tested Model	Ford Puma
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1314kg
VIN From Which Rating Applies	- all Pumas*
Class	Supermini

General comments

* Ford Pumas of 'Design' grade were not equipped with the front camera and therefore lacked the performance needed in autonomous emergency braking (AEB) and lane keeping aid (LKA) needed for the 2019 5-star rating. These vehicles were manufactured in July 2021 in response to the shortage of semiconductors brought about by the Covid pandemic and have VINs ending with the last six digits in the range 57776 to 64112, although only 'Design' grade was affected. Vehicles of other trim levels/grades were unaffected and the 5-star rating applies.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
CHILD PROTECTION			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.


- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available — Not applicable

 ADULT OCCUPANT

Total 36.0 Pts / 94%

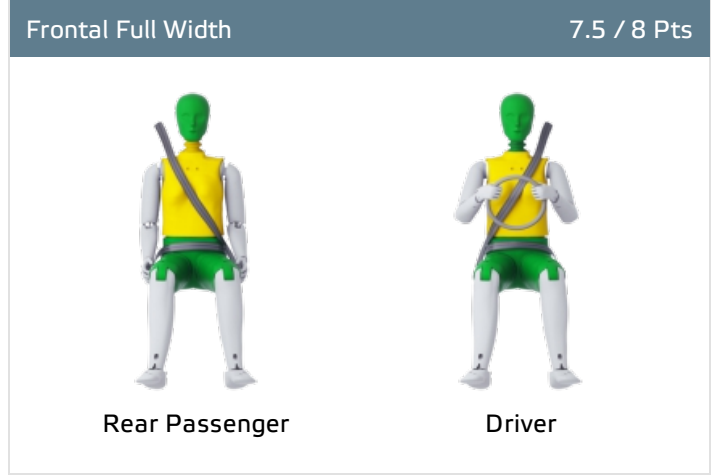
■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7 / 8 Pts



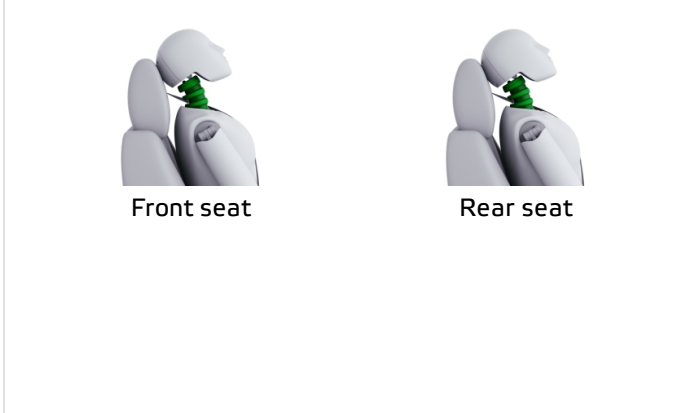
Passenger Driver

Frontal Full Width 7.5 / 8 Pts



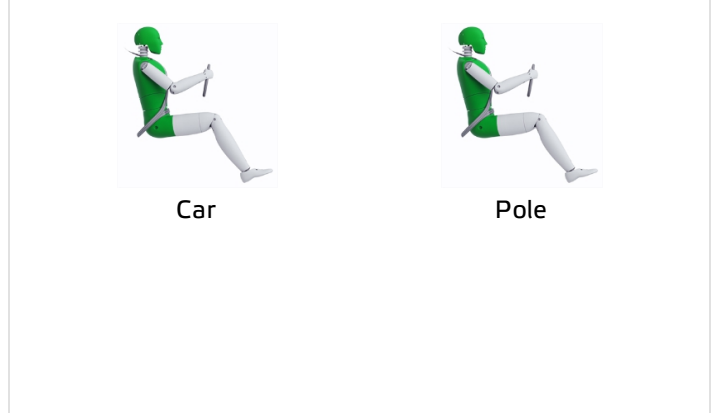
Rear Passenger Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat Rear seat

Lateral Impact 16.0 / 16 Pts



Car Pole

 ADULT OCCUPANT

Total 36.0 Pts / 94%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

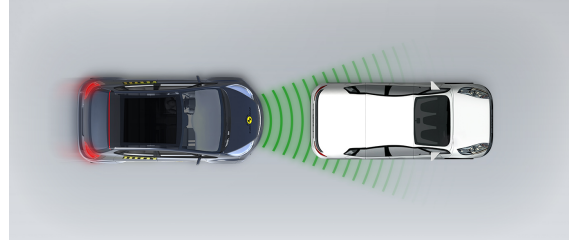
AEB City

 3.9 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.0 Pts / 94%

Comments

The passenger compartment of the Puma remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Ford showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver's chest was rated as marginal. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and rear passenger. In both the side barrier and the more severe side pole tests, protection of all critical body areas was good and the car scored full points in both of these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided or mitigated in all test scenarios.

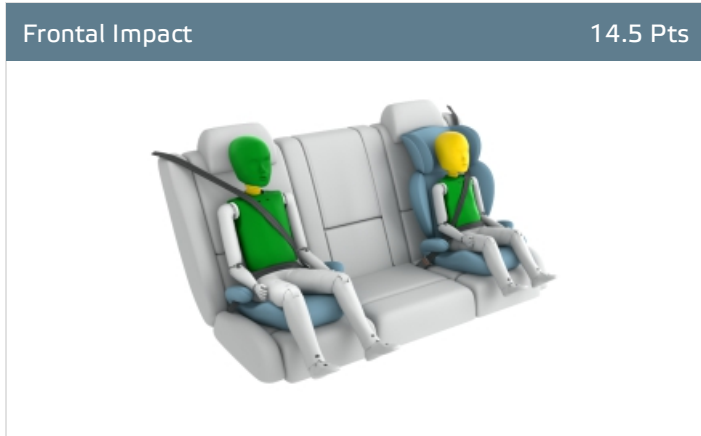
CHILD OCCUPANT

Total 41.5 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.5 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kid Fix*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41.5 Pts / 84%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 41.5 Pts / 84%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
BeSafe iZi Flex FIT i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available

Comments

In both the frontal and side barrier tests, protection of all critical body areas was good or adequate for both dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All restraints types for the which the Puma is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 37.2 Pts / 77%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	26.6 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">14.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	14.6 Pts	Pelvis Impact	6.0 Pts	Leg Impact	6.0 Pts
Head Impact	14.6 Pts						
Pelvis Impact	6.0 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users	10.6 / 12 Pts
System Name	Pre-Collision Assist with Pedestrian Detection
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h

Comments

The bonnet generally provided good or adequate protection to the head of a struck pedestrian, but poor results were recorded on the stiff windscreen pillars and along the windscreen base. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test locations. The Puma's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to both was good, with collisions avoided or mitigated in most cases.

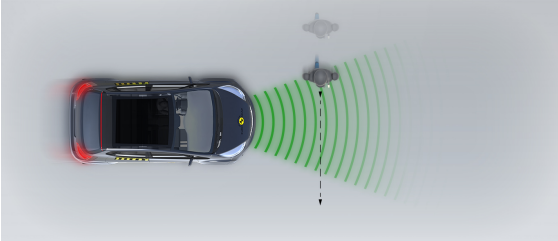
 VULNERABLE ROAD USERS

Total 37.2 Pts / 77%

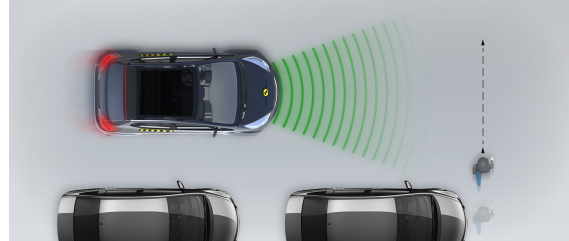
AEB Pedestrian 

■ Day time

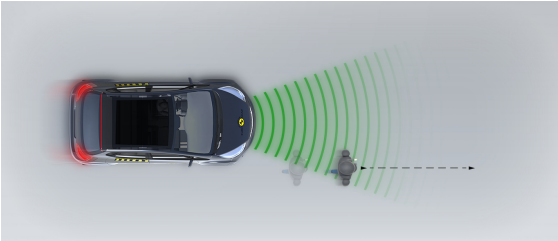
Adult crossing the road



Child running from behind parked vehicles

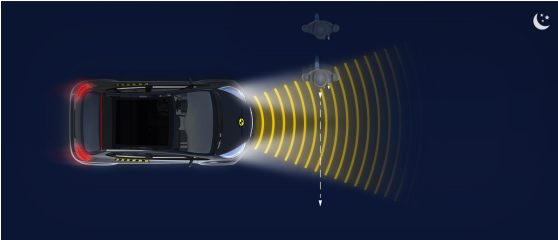


Adult along the roadside

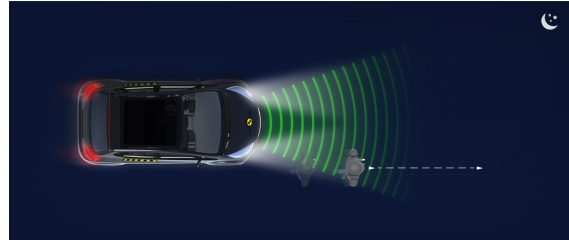


■ Night time

Adult crossing the road

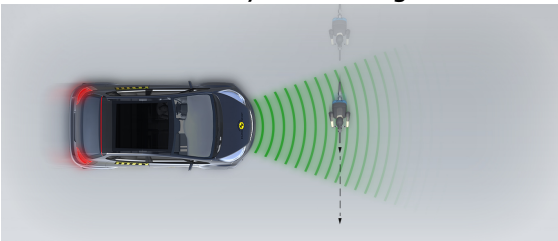


Adult along the roadside

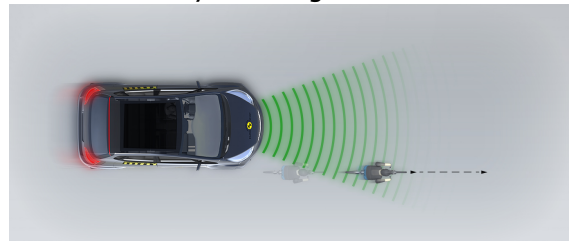


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.7 Pts / 74%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.7 / 3 Pts

System Name	Intelligent Speed Assist
Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder

■ 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass
 ● Fail
 — Not available

Lane Support

■ 2.3 / 4 Pts

System Name	Lane Keeping System
Type	LKA (including LDW)
Operational From	60 km/h

PERFORMANCE	
Lane Keep Assist	■ GOOD
Human Machine Interface	■ ADEQUATE

SAFETY ASSIST

Total 9.7 Pts / 74%

AEB Inter-Urban

2.3 / 3 Pts

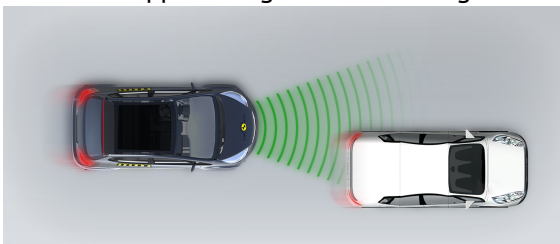
System Name	Pre-Collision Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h

Comments

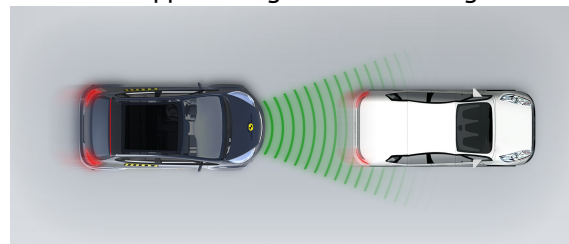
The Puma has a seatbelt reminder system for the front and rear seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. A lane support system helps prevent inadvertent drifting out of lane. A speed assistance system uses a camera to determine the local speed limit. This information is presented to the driver who can then set the limiter to the appropriate speed.

■ **Autobrake function only**

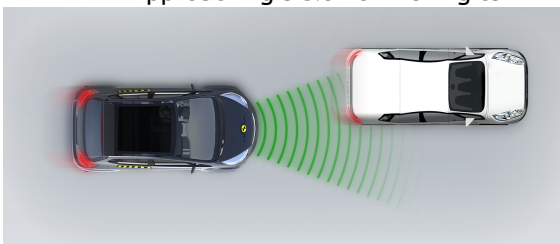
Approaching a slower moving car



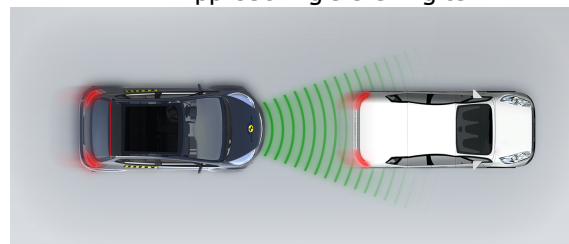
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

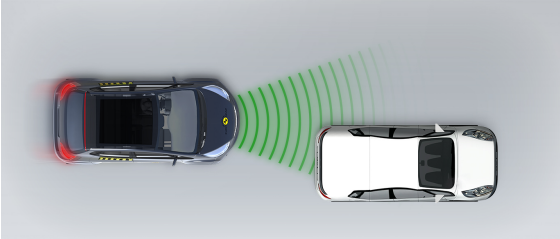


 SAFETY ASSIST

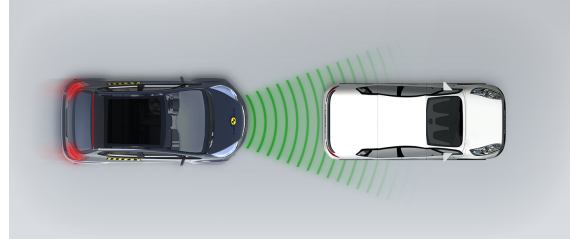
Total 9.7 Pts / 74%

■ Driver reacts to warning

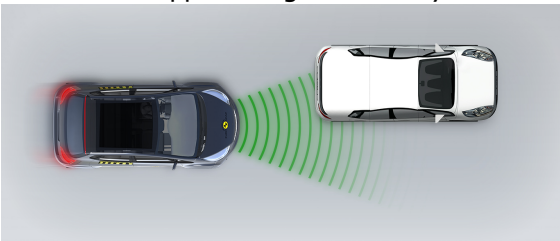
Approaching a stationary car



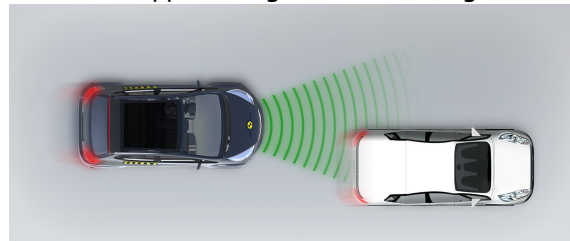
Approaching a stationary car



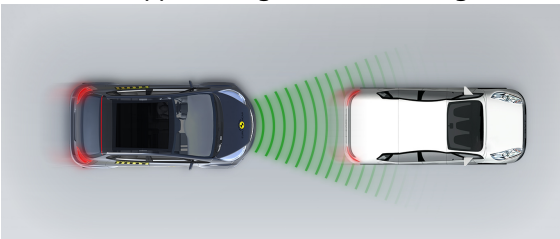
Approaching a stationary car



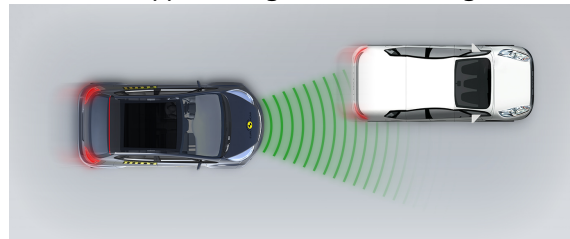
Approaching a slower moving car



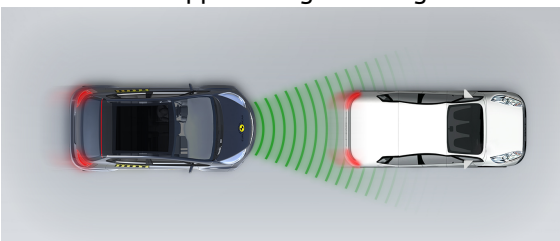
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.0 litre mHev petrol*	4 x 2	✓	✓
5 door SUV	1.0 litre petrol	4 x 2	✓	✓
5 door SUV	1.5 litre diesel	4 x 2	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2019	Rating Published	2019 ★ ★ ★ ★ ★ ✓
July 2021	Semiconductor shortage ('Design' grade)	2019 ★ ★ ★ ★ ★ ⚠
November 2021	Covid alert removed*	2019 ★ ★ ★ ★ ★